

Federal Aviation Administration – [Regulations and Policies](#)
Aviation Rulemaking Advisory Committee

Transport Airplane and Engine Issue Area
Ice Protection Harmonization Working Group

Task 6 – Ice Protection of Angle of Attack Probes

Task Assignment

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[Notices]
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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and
Engine Issues; New Tasks

AGENCY: Federal Aviation Administration (**FAA**), DOT.

ACTION: Notice of a new task assignment for the Aviation Rulemaking
Advisory Committee (ARAC).

SUMMARY: Notice is given of new tasks assigned to and accepted by the
Aviation Rulemaking Advisory Committee (ARAC). This notice informs the
public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT:

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SUPPLEMENTARY INFORMATION:

Background

The **FAA** has established an Aviation Rulemaking Advisory Committee
to provide advice and recommendations to the **FAA** Administrator, through
the Associate Administrator for Regulation and Certification, on the
full range of the **FAA's** rulemaking activities with respect to aviation-
related issues. This includes obtaining advice and recommendations on
the **FAA's** commitment to harmonize its Federal Aviation Regulations
(FAR) and practices with its trading partners in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine issues.
These issues involve the airworthiness standards for transport category
airplanes in 14 CFR parts 25, 33, and 35 and parallel provisions in 14
CFR parts 121 and 135. The corresponding European airworthiness
standards for transport category airplanes are contained in Joint
Aviation Requirements (JAR)-25, JAR-E, and JAR-P, respectively. The
corresponding Canadian Standards are contained in Chapters 525, 533,
and 535 respectively.

The Tasks

This notice is to inform the public that the **FAA** has asked ARAC to
provide advice and recommendation on the following harmonization tasks:

Task 1. As a short-term project, consider the need for a regulation that requires installation of ice detectors, aerodynamic performance monitors, or another acceptable means to warn

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flightcrews of ice accumulation on critical surfaces requiring crew action (regardless of whether the icing conditions are inside or outside of Appendix C of 14 CFR Part 25). Also consider the need for a Technical Standard Order for design and/or minimum performance specifications for an ice detector and aerodynamic performance monitors. Develop the appropriate regulation and applicable standards and advisory material if a consensus on the need for such devices is reached. (Schedule: September 1998, Reach agreement on proposed rule; January 1999, NPRM package delivered to **FAA** from ARAC; March 1999, Publish NPRM; March 2000, Publish Final Rule.)

As long-term projects:

Task 2. Review National Transportation Safety Board recommendations A-96-54, A-96-56, and A-96-58, and advances in ice protection state-of-the-art. In light of this review, define an icing environment that includes supercooled large droplets (SLD), and devise requirements to assess the ability of aircraft to safely operate either for the period of time to exit or to operate without restriction in SLD aloft, in SLD at or near the surface, and in mixed phase conditions if such conditions are determined to be more hazardous than the liquid phase icing environment containing supercooled water droplets. Consider the effects of icing requirement changes on 14 CFR part 23 and part 25 and revise the regulations if necessary. In addition, consider the need for a regulation that requires installation of a means to discriminate between conditions within and outside the certification envelope. (Schedule: September 1999, Reach technical agreement; January 2000, NPRM package delivered to **FAA** from ARAC; March 2000, Publish NPRM; March 2001, Publish Final Rule.)

Task 3. Propose changes to make the requirements of 14 CFR 23.1419 and 25.1419 the same (Schedule: September 1999, Reach technical agreement; January 2000, NPRM package delivered to **FAA** from ARAC; March 2000, Publish NPRM; March 2001, Publish Final Rule)

Task 4. Harmonize 14 CFR Secs. 23.1419, 25.1419, 25.929, and 25.1093 and JAR 23.1419, 25.1419, 25.929, and 25.1093. (Schedule: September 1999, Reach technical agreement; January 2000, NPRM package delivered to **FAA** from ARAC; March 2000, Publish NPRM; March 2001, Publish Final Rule)

Task 5. Consider the effects icing requirement changes may have on 14 CFR Secs. 25.773(b)(1)(ii), 25.1323(e), 25.1325(b) and revise the regulations if necessary. (Schedule: September 1999, Reach technical agreement; January 2000, NPRM Package delivered to **FAA** from ARAC; March 2000, Publish NPRM; March 2001, Publish Final Rule (if necessary)).

Task 6. Consider the need for a regulation on ice protection of angle of attack probes (Schedule: September 1999, Reach technical agreement; January 2000, NPRM package delivered to **FAA** from ARAC; March 2000, Publish NPRM; March 2001, Publish Final Rule (if necessary)).

Task 7. Develop or update advisory material pertinent to items 2 through 6 above. (Schedule: October 2000, Advisory material package delivered to **FAA** from ARAC; March 2001, Publish advisory material).

If ARAC determines rulemaking action (e.g., NPRM, supplemental NPRM, final rule, withdrawal) should be taken, or advisory material should be issued or revised, it has been asked to prepare the necessary

documents, including economic analysis, to justify and carry out its recommendation(s).

ARAC Acceptance of Tasks

ARAC has accepted these tasks and has chosen to assign them to a new Ice Protection Harmonization Working Group (IPHWG) under the Transport Airplane and Engine issue. The new working group will serve as staff to ARAC to assist ARAC in the analysis of the assigned tasks. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the **FAA** as ARAC recommendations.

The IPHWG will coordinate with the Flight Test Harmonization Working Group, other harmonization working groups, organizations, and specialists as appropriate. Other affected groups, organizations, and specialists may include but not be limited to the Powerplant Installation Harmonization Working Group, Engine Harmonization Working Group, General Aviation Manufacturers Association (GAMA), human factors specialists, and meteorologists. Coordination with the Flight Test Harmonization Working Group will be necessary to ensure that the IPHWG does not initiate work on issues already being addressed by the Flight Test group. Coordination with GAMA will be necessary to ensure that the proposed NASA Advanced General Aviation Transport Experiment project is considered throughout the process of accomplishing the short and long term projects. The IPHWG will request ARAC assignment of tasks to existing working groups if necessary. The IPHWG will identify to ARAC the need for additional new working groups when existing groups do not have the appropriate expertise to address certain tasks.

Working Group Activity

The Ice Protection Harmonization Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the tasks, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider Transport Airplane and Engine Issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work stated in item 3 below.
3. For each task, draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.
4. Provide a status report at each meeting of ARAC held to consider Transport Airplane and Engine Issues.

Participation in the Working Group

The Ice Protection Harmonization Working Group will be composed of experts having an interest in the assigned tasks. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed

under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the tasks, and stating the expertise he or she would bring to the working group. The request will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the **FAA** by law.

Meetings of ARAC will be open to the public. Meetings of the Ice Protection Harmonization Working Group will not

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be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on November 24, 1997.
Joseph A. Hawkins,
Executive Director, Aviation Rulemaking Advisory Committee.
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Recommendation – Not Available

FAA Action – Not Available